

Does the survey area include the ROW of service drives and rest areas?

The survey will include rest areas, but not most of the service drives. Service drives generally are not under MDOT jurisdiction.

Is there a minimum size of trees to be surveyed (e.g. x-inch diameter and greater)?

Trees become a potential hazard to drivers at a 4-inch size. This is the minimum tree size for the survey.

In some interchange areas (e.g. in I-96 and U.S. 23), there is a large wooded area. Should we survey all the ash trees there or just the ones that are visible or impacting the trunkline system? Should we say all the ash trees within x-ft. buffer of the edge of pavement?

U.S. 23 is not in MDOT's Metro Region, and is not a part of the Ash Tree Survey. Individual trees in wooded areas – if they are not significant in terms of safety or aesthetics – do not have to be surveyed. The Region will rely on the independent judgment of the consultants in the field to determine which trees should be noted in the survey.

For the areas that there is no fence existing, without a detailed boundary staking, what should be the basis of the ROW? Does MDOT have a GIS layer for ROW?

MDOT does not have a GIS layer for ROW. In areas where the ROW is not obvious, MDOT can provide hard-copy maps. In many instances, the ROW will be obvious, or standard for a particular roadway.

During the course of conducting this tree survey, it's likely that many miles of roadway will be found to contain no trees, yet some areas may be densely populated. Does MDOT have any idea as to the percentage of route miles along the 1400 miles of rights of way that may contain ash trees? Or, can MDOT provide an estimate or assumption as to the unit number of trees, per mile, that consultants should assume in preparing their cost estimates?

We realize that it's difficult to estimate cost without an estimate on the number of trees; however, we cannot provide an estimate because of the varying conditions within the rights-of-way. Determining the extent of ash trees in the right-of-way is one of the main purposes of the survey. The Region believes, however, that the number of urban-designated trunkline miles, requiring the more in-depth survey work, will decrease in the field, and the number of rural-designated miles, requiring only a windshield survey, will increase. Portions of the urban-designated trunklines contain no trees, or are heavily

wooded, requiring only a windshield survey. We will rely on the consultants to use independent judgment in the field on some of these determinations.

Is there a minimum tree size (diameter at breast height), below which the tree can be ignored during the implementation of this survey?

As stated in response to a previous question, the minimum tree size for surveying purposes will be 4 inches.

Ash trees may grow adventitiously along fence lines. Will such trees have to be included in the survey?

The Region will rely on the consultants in the field to determine the significance of fence line trees. If they pose a safety hazard or are unsightly, they should be included in the survey.

How should the consultant treat dense stands of ash trees that are located within the right of way? Specifically, will each tree have to be surveyed or can the location of the stand be identified by a single GPS point, supplemented with information about the number of trees, size of the stand, average tree size and condition? Can the outer boundary of the stand be located by GPS in lieu of individual trees within the stand?

Only those ash trees that are significant in terms of safety, aesthetics, environment, etc., need to be noted individually in the survey. Otherwise, stands of trees may be designated generally.

Should the consultant assume that adequate base mapping exists for this project and that this mapping will be provided to the consultant at no charge for the entire Metro Region? If not, can MDOT provide an estimate or assumption as to the area(s) of mapping that may have to be generated or acquired by the consultant for this project?

Base mapping, in digital format, exists for the entire Metro Region. The maps, however, do not show the MDOT ROW.

Is a representative collection of digital images acceptable for illustrating "areas that warrant additional consideration"? Or will photographs have to be taken of each area?

Areas that "warrant additional consideration" will be significant for different reasons, such as erosion, extent of ash tree damage, very large trees, etc. We prefer to have photographs taken of each of these areas, which the consultants may determine in the field.

Please define web based storage. Can the database be provided on an FTP server, or will the consultant be required to develop a web site for the dissemination of the data?

Yes, the database can be provided on a FTP server.

Are there any prequalification classifications required to bid on this proposal?

No, there are no prequalification categories for this proposal.